

said exhaust end having a partition that divides said exhaust end into a first side and a second side such that a first stream exits said exhaust end on said first side and a second stream of heated air exits said exhaust end on said second side;

BN a combustion chamber for heating adapted to heat said first stream such that said first stream is expelled from said exhaust end of said engine to produce said supersonic [a first] thrust, and

a heating mechanism adapted to heat said second stream [to a temperature different from that of said first stream] such that said second stream is [also] expelled from said exhaust end of said jet engine to produce a subsonic [second] thrust adjacent to said first thrust and thereby prevent Mach waves from said supersonic [first] thrust.

E In addition, please add the following new Claims 32-37:

14/32. A jet engine in use propelling an aircraft at a supersonic speed together with the exhaust stream thereof, said engine comprising:

an air intake end and an exhaust end;

BL a first passage and a second passage extending between said air intake end and said exhaust end;

a combustion chamber in fluid communication with and located along said first passage such that a portion of said first passage is disposed to receive a first flow of exhaust between said combustion chamber and said exhaust end;

said first flow of exhaust forming said supersonic exhaust stream upon exiting
said engine;

a heating mechanism in fluid communication with and located along said
second passage such that a portion of said second passage is disposed to receive a
second flow of exhaust between said heating mechanism and said exhaust end;

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said second flow of exhaust forming a subsonic exhaust stream upon exiting
said engine; and

said supersonic exhaust stream at least partially enveloped by said subsonic
exhaust stream.

33/15 The jet engine of claim 32, wherein said jet engine is a turbofan engine.

34/14 The jet engine of claim 32, wherein said heating mechanism is a suppression
burner, said suppression burner being designed to heat the air by burning a fuel.

35/17 The jet engine of claim 32, wherein said second passage substantially encloses
said first passage.

36/16 The jet engine of claim 32, wherein said jet engine is at least partially
surrounded by a shroud, said shroud defining an exterior wall of said second passage.

37/19 The jet engine of claim 19, wherein said first exhaust stream has a circular or
elliptical cross section at a plane, said plane located at said exhaust end of said engine.
